United Nations E/CN.17/2002/PC.2/13

Economic and Social Council

Distr.: General
15 January 2002

Original: English

Commission on Sustainable Development acting as the preparatory committee for the World Summit on Sustainable Development
Second session
28 January-8 February 2002
Item 2 of the provisional agenda*
Comprehensive review and assessment of progress achieved in the implementation of Agenda 21 and the other outcomes of the United Nations Conference on Environment and Development, as well as of the Programme for the Further Implementation of Agenda 21

Letter dated 10 January 2002 from the Permanent Representative of Austria to the United Nations addressed to the Secretary-General

Permit me to inform you about a workshop organized by the Central European Initiative (CEI) Working Group on Environment on the theme "Transport and energy: challenges and possible sustainable solutions in the CEI region", which was held in Vienna on 15 and 16 November 2001.

Please find enclosed a paper entitled "CEI-Recommendations 'Energy and Transport'", which is based on the results of the workshop (see annex).

I should be grateful if you would have the present letter and its annex circulated as a document of the second session of the Commission on Sustainable Development acting as the preparatory committee for the World Summit on Sustainable Development.

(*Signed*) Gerhard **Pfanzelter**
Ambassador

* E/CN.17/2002/PC.2/1.

02-21657 (E) 210102

E/CN.17/2002/PC.2/13

Annex to the letter dated 10 January 2002 from the Permanent Representative of Austria to the United Nations addressed to the Secretary-General

CEI

CEI Workshop 'Energy and Transport–Challenges and Possible Sustainable Solutions in the CEI Region'
Vienna, Austria, 15/16 November 2001

CEI-Recommendations 'Energy and Transport'

Input Paper for the Tenth Meeting of the Commission on Sustainable Development (CSD10) acting as Preparatory Committee for the WSSD (World Summit on Sustainable Development), September 2002 in Johannesburg

based on the results of the
Central European Initiative (CEI)[1] Working Group on Environment Workshop on
'Transport and Energy – Challenges and Possible Sustainable Solutions in the CEI-Region'
Vienna, Austria, 15/16 November 2001

INTRODUCTION

Energy and transport are indispensable ingredients for economic and social development. At the same time conventional forms of energy production, distribution and consumption as well as unsustainable transport and mobility patterns are linked to environmental degradation.

To meet the rising needs of a growing world population, global energy consumption and transport continue to increase substantially. By relying on the depletion of non-renewable resources, the industrialised countries have built their economies on an unsustainable basis. Moreover, wide disparities in the levels of energy consumption and transport patterns within and between countries do exist and are related to growing inequities in wealth and income between and within countries.

In order to minimise these negative impacts changes towards sustainable energy and transport policies, which take into account the economic, social and ecological aspects, have already been implemented. Nevertheless, enhanced efforts to reach the goal of sustainable development are indispensable. Furthermore, increased co-operation at the global, regional and national level as well as co-ordination among all actors in the fields of energy and transport is necessary.

As a contribution to the preparation for the WSSD the participants of the CEI Working Group Environment discussed these issues at a Workshop on 15 and 16 November 2001 in Vienna and adopted the following recommendations.

ENERGY

Background to the Recommendations on Energy

In past decades, the increase of global CO_2 emissions would have been about two times higher if the growth of the economies had not

[1] The CEI has the following 17 Member States: Albania, Austria, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Italy, Macedonia, Moldova, Poland, Romania, Slovak Republic, Slovenia, Ukraine, Federal Republic of Yugoslavia

been associated with an important improvement in energy efficiency. Nevertheless, there is a pressing need to promote energy efficiency more actively, in view of the fact that this is often less expensive than establishing new supply capacities. In addition to a significant positive environmental impact, improved energy efficiency will lead to a more sustainable energy policy, improved competitiveness of the economies, enhanced security of supply and to many other benefits. Currently, energy efficiency has by far not reached its potential.

Renewable energy sources can sharply reduce local, regional and global environmental impacts as well as energy security risks, and can reduce costs for consumers. Renewable energy technologies, in particular, are often the lowest cost option for providing household- and village-scale power in rural areas.

Moreover, they can contribute to reducing dependency on energy imports and to creating jobs, predominantly in small and medium sized enterprises. Deployment of renewables can be key for regional sustainable development and income-generation. The modular character of most renewable technologies allows gradual implementation, which is easier to finance and allows a rapid scale-up where required.

Hydropower is a proven mature technology and has been competitive with other commercial energy sources for many years. The potential of small scale hydro power plants is still further to be utilised.

Biomass, which next to hydropower is the most frequently used renewable energy source, is currently predominantly utilised for domestic heating. However, it can also be used for heat- and power production, in the form of biogas and of liquid fuels.

Wind energy technology has matured within the past decade. Next to sea-shore and offshore sites, special inland sites are used for the installation of new wind turbines.

While the thermal applications of solar energy have been widely developed, the economic production of electricity from solar energy is still restricted to special sites and conditions.

Geothermal energy will remain restricted to geologically suitable sites. The use of heat pumps to upgrade low temperature heat is becoming more common.

CEI-Recommendations Energy

The CEI- Working Group on Environment and participants of the CEI workshop,

having regard to the Kyoto Protocol to the United Nations Framework Convention on Climate Change;

taking into account Decision 9/1 on Energy for Sustainable Development taken at the Ninth Session of the UN Commission on Sustainable Development;

recognising the Communication from the European Commission – Energy for the Future: Renewable Sources of Energy. White Paper for a Community Strategy and Action Plan. COM(97)599 final (27/11/1997);

recalling the report of the G8 Renewable Energy Task Force presented to the Genoa Summit in July 2001;

recommend to the Tenth Session of the Commission on Sustainable Development (CSD10) acting as Preparatory Committee for the World Summit on Sustainable Development (WSSD) 2 – 11 September 2002 in Johannesburg and to the Summit itself to consider the following recommendations:

1. Priority should be given to a balanced policy mix aiming for environmentally and socially sustainable energy use. Environmental quality objectives and requirements, as well as targets and

principles (such as the "polluter-pays" principle and the precautionary principle) should be integrated in energy and energy related policies, taking into consideration economic, environmental and social concerns.

2. Environmental quality objectives and targets, strategies and implementation programmes for sustainable energy supply and use should be integrated into other policies and programmes.

3. All external costs of energy production and use, including costs for risk, land-use and environmental damage, should be internalised.

4. Assessment methods such as SEA (strategic environmental assessments) and EIA (environmental impact assessments) for energy projects should be applied.

5. Public awareness for the benefits of energy efficiency and renewable sources of energy should be raised, and education and training concerning environmentally sound energy systems should be introduced or enhanced, since sufficient information and motivation of all actors involved is a necessary prerequisite to promote the use of sustainable energy, and in particular to induce private investment.

6. Measures should be encouraged, to foster energy savings and to move towards more sustainable consumption patterns in everyday life.

7. Reform of energy markets can reduce costs of energy products and improve the competitiveness of the economy. However, this does not necessarily lead to lower costs for energy services. Additional policy measures should safeguard that such market reforms do promote energy efficiency and renewable sources of energy.

8. Legal barriers and environmentally counterproductive subsidies hindering the application of energy efficiency measures and renewable energy technologies should be phased out in order to make energy producing and consuming activities supportive of sustainable development.

9. The legal and financial framework should be shaped to encourage private investment in the field of energy efficiency and in technologies utilising renewable sources of energy. The security and stability of these framework conditions should be guaranteed.

10. Adequate tariffs for feeding electricity into the grid have been the most successful measures for the promotion of combined heat and power and electricity produced out of renewable sources of energy. Therefore, adequate tariffs and fair conditions for access to the grid should be guaranteed.

11. Markets at national level, which bear the greatest potential for cost effective use of renewables, reflecting their social and environmental benefits, should be identified.

12. To promote energy from agricultural sources such as biomass, a long term and reliable supply regime is required which provides a sufficient temporal perspective to allow investments.

13. Special attention should be paid to environmentally sustainable energy supply and use in particularly sensitive areas, including areas subject to high environmental pressure.

14. Technological know-how for sustainable energy systems as well as environmental standards and tools for the assessment of environmental and socio-economic impacts of energy systems should be shared within the CEI-region and beyond.

15. NGOs can play a catalytic role to raise awareness and influence policy changes towards sustainable energy. Therefore they should be supported in their work to foster partnerships on sustainable energy use.

16. When introducing energy plans at the national, regional or local level, all stakeholders concerned should be involved and have appropriate access to information already in the planning stage. These energy plans should be subject to a public hearing at a time where significant alternative approaches can still be discussed.

17. Energy efficiency and renewable sources of energy will play a key role in combating climate change and meeting the targets of the Kyoto Protocol. To develop the flexible mechanisms of the Kyoto Protocol and to allow the identification and implementation of projects for joint investments, the development of regimes, bilaterally and with the co-operation of involved parties, is recommended.

18. Strengthened co-operation is needed at all levels and between all actors. Governments and all other stakeholders should co-operate at the global and regional level to achieve a sustainable energy future.

19. Given its important role for sustainable development, energy should be one of the key topics at the WSSD. Given the lack of co-ordinating bodies active in the field of energy, the Summit should inter alia strive to define the institutional settings required to enhance co-ordination, in particular through innovative arrangements such as networks.

TRANSPORT

Background to the Recommendations on Transport

Trends of changing mobility patterns in passenger and freight transport threaten rather than correspond with the objectives of sustainable development. This applies to the CEI-Region as to other regions, where a tremendous increase in freight transport by road and rising car traffic has been recorded in the last decade while alternative modes experienced a substantial decrease.

Sustainable development in transport requires substantial reduction of the environmental, social and health impacts and risks of transport. Priority should be set on a balanced policy mix of infrastructural, technological, organisational and behavioural measures, all aiming for sustainable transport and the integration of environmental quality objectives, targets and key principles in transport policy.

CEI-RECOMMENDATIONS Transport

The CEI-Working Group on Environment, its Subgroup on Environment and Transport and the participants of the CEI-Workshop,

desiring to support the development of a sustainable transport system especially in the CEI-Region;

having regard to the CEI Ministerial Declaration Towards Sustainable Transport in the CEI-Countries;

having regard to the 1997 UN-ECE Vienna Declaration on Transport and Environment and its Programme of Joint Action;

having further regard to the WHO Charter on Transport, Environment and Health London, 16 June 1999;

highlighting the OECD EST (Environmentally Sustainable Transport) Guidelines endorsed by the OECD Environment Ministers in May 2001 and the substantial input by the joint OECD/UNEP project on EST for the CEI-Region;

having regard to the recommendations of the 1999

OECD/ECMT Warsaw Conference on Strategic Environmental Assessment for Transport;

taking into account the CSD Decision9/2 on Transport;

recalling the Recommendations of the FIST Workshop (Financing Sustainable Transport Infrastructure and Technology focusing on Central and Eastern European Countries and New Independent States), Vienna 25/26 January 2001

recalling the Helsinki Declaration of the 1997 Pan-European Transport Conference;

regarding The Transport Infrastructure Needs Assessment (TINA) process, designated to initiate the development of a multi-modal transport network within the territory of some of the CEI-Countries;

recognising that transport systems and their wide-ranging implications for the long-term sustainability need the consideration of economic, financial and land-use policies and co-ordinated action.

recommend to Tenth Session of the Commission on Sustainable Development (CSD10) acting as Preparatory Committee for the WSSD (World Summit on Sustainable Development) 2-11 September 2002 in Johannesburg the to consider the following recommendations.

1. *Environmentally Sustainable Transport Objectives and Strategies in the CEI-Region - EST goes EAST*

All three pillars of sustainable development -economic development, social development and environmental protection- are of equal importance. The OECD methodology for Environmentally Sustainable Transport (EST) takes these principles to heart. Various activities, in particular the ongoing collaboration between the OECD and UNEP (EST goes EAST), extended the EST methodology to Central, Eastern and South Eastern European Countries. Alternative development paths which lead to transport that is more environmentally sustainable have been prioritised, examined, developed and implemented through this work.

In the light of sharing experiences the following findings and recommendations could also be used for other countries and regions.

1.1 Environmental requirements should be made an integral part of all activities in the transport sector and related sectors, in particular for infrastructure investment. This means taking into account environment quality objectives, targets and key principles (such as the "polluter-pays" principle) on equal level as economic and social concern in transport and transport related policies.

1.2 Health and environmental quality objectives based on health and environmental criteria, standards, and sustainability requirements should be defined. Quantified, sector-specific targets, derived from the environmental and health quality objectives, target dates and benchmarks should be set.

1.3 Strategies and implementation programmes for sustainable transport should be developed in order to minimise negative environmental and health impacts of transport.

1.4 Environmentally sound, energy saving and safe transport modes - in particular rail, inland navigation and coastal short sea shipping, public transport, cycling and walking - should be promoted with a focus on intermodality and the preservation of the high modal split between them in the CEI-Region.

1.5 Internalisation of all external costs of transport should be realised, especially costs of traffic accidents, environmental damage and health hazards.

1.6 Assessment methods such as SEA (strategic environmental assessments) and EIA (environmental impact assessments) for transport projects should be applied.

1.7 Public awareness should be raised and education for environmentally sound traffic should be introduced or enhanced. The stakeholders concerned should be involved and have appropriate access to information when planning developments in the transport sector. Provisions for monitoring and public reporting should be set.

1.8 Spatial and land use planning should avoid urban sprawl and be oriented on environmental requirements and co-ordinated with infrastructural transport planning.

1.9 Designing sustainable transport policy should take into account the social and economic implications. Affordability of sustainable transport modes as well as accessibility to people, goods and services are essential elements of sustainable transport.

1.10 The implementation of environmentally sustainable transport needs a co-operative process, on international and national levels. Therefore broad support and co-operation for implementing EST should be built; concerned parties should be involved, their active support and commitment ensured. All actions, such as pilot projects, sharing best practice experience as well as setting up public-private-partnerships, should be consistent with global responsibility for sustainable development.

1.11 To a greater extent adequate measures on environmentally sustainable transport development are necessary and should be enabled particularly in ecologically and culturally sensitive areas, urban agglomerations, corridors with high existing or future impact of transport and post-war areas.

1.12 Given their vital importance for sustainable land use and consumption patterns, adequate and sustained funding for public transport, for rail, and for the maintenance and rehabilitation of existing roads and rail systems not part of international priority corridors as well as walking and cycling infrastructure and traffic abatement zones in urban areas should be ensured.

1.13 Demand management should become a legitimate policy process in itself. This includes action and measures at all levels, including infrastructural shifts, fiscal measures, legislative measures, and social policy methods to give incentives to minimise travel, and penalise excessive travel. Promoting the 'no-travel' option (other than foot or bicycle) should be taken seriously, particularly where land-use changes can make this realistic.

2. Strategic Environmental Assessment (SEA) – an Important Tool for Environmentally Sustainable Transport

The Transport Infrastructure Needs Assessment (TINA) process was designated to initiate the development of a multi-modal transport network within the territory of several CEI-Countries.[2] It mainly concerns the identification of transport investment measures by which the identified transport network would be brought up to a desired quality level.

2.1 In the light of environmentally sustainable transport the transport network defined by the TINA process is

[2] Bulgaria, Czech Republic, Hungary, Poland, Romania, Slovakia, Slovenia, (EU-accession countries)

urged to undergo strategic environmental assessments. Governments and the EC should facilitate that process.

2.2 CEI-Countries should formulate transportation infrastructure development plans and programs which are formally adopted by governments and subjected to public review. They should integrate transport, environmental and health goals and objectives equally at all levels.

2.3 Major transportation plans, infrastructure measures and programs at all levels should be subjected to a SEA.

2.4 All countries should develop the capacity to perform high quality, state-of-the-art SEAs.

2.5 Only transport projects which are included in plans and programs which have been subjected to a SEA should be financed.

2.6 In order to effectively account for short, medium and long-term impacts on the transport system, the indicators and objectives of the SEAs should include all relevant international conventions and agreements and national targets.

3. *Innovation Partnerships in Transport-Technological, organisational and communicational improvements*

Information exchange and transfer of know-how on technological, organisational and communicational measures in transport, adapted to the local requirements, might be a helpful means to pave the way for environmentally sustainable transport in the CEI-Countries.

Close co-operation in form of joint activities, common programs and projects, public private partnerships and information exchange should ensure a comprehensive know-how transfer.

Organisational measures, technological solutions, environmental standards and assessment tools to evaluate environmental and socio-economic impacts of transport systems should be shared with CEI-Countries and economies in transition.

3.1 Supporting mobility management measures in rail, public transport and other environmentally sound modes should help to reduce the growth in sustainable motorised traffic.

3.2 Improvements of bicycle and pedestrian infrastructure and services are effective and cheap means to create positive health and environmental as well as safety effects. It helps to reduce the external costs of the whole transport system. Therefore it should be promoted as a priority in transport policy.

3.3 Information technology (IT) should be promoted and financially supported to optimise environmentally sustainable transport and logistics, to raise efficiency in using existing infrastructure and logistics and to minimise road transport.

3.4 Freight transport should be made more environmentally sound through improvements in logistics, intermodality, intermodal carriage facilities and technologies of rail, inland navigation and coastal shipping as well as combined transport.

3.5 Alternative motor fuels, in particular bio fuels, compressed natural gas (CNG) and liquefied petrol gas (LPG), alternative and zero emission vehicles, new materials and technologies (e.g. light weight or fuel cells) and incentives for their market penetration (deployment strategies) should be promoted.

3.6 The introduction of best available technology (BAT) to improve fuel quality (e.g. phasing out lead and using low sulphur fuels) and conventionally powered engines and vehicles in all transport modes should be accelerated including the enhancement of existing national inspection and maintenance programs with regard to emission reduction from in-use vehicles and engines.

3.7 Supporting and financing public transport guarantees greater availability and use of well-integrated public transport, displacing individual ownership and use of personal motorised vehicles.

3.8 The promotion and funding of pilot and demonstration projects in environmentally sustainable transport and public private partnerships in financing sustainable transport systems will help technological innovations to find their way into the market.

CONCLUSION

Energy and Transport – Challenges and Possible Sustainable Solutions in the CEI-Region' – Contribution of the CEI-Workshop to CSD10

There is a clear need to take action to move energy and transport developments in the CEI-Region and beyond in a more environmentally, economically and socially sustainable direction. Such action needs to be taken at all levels and by different players.

Sustainable energy and transport systems have to find a wide range of solutions, from infrastructure, supply, technologies and management to access to environmental information, public participation and accountability.

Member countries of the CEI have started to tackle these challenges through research, planning, policy development, pilot projects, infrastructure investments and education. To promote more rapid integration and sustainable development across the European region, European Countries, international financial and other relevant institutions should support these efforts and further prioritise these issues.

The CEI Working Group on Environment presents this paper as an expression of their willingness to take the above perceptions and interpretations into consideration for the formulation of energy- and transport strategies by all participating parties of the CSD10.

This paper was discussed and agreed upon at the meeting of the Central European Initiative (CEI) Working Group on Environment in Vienna.